

T-1 Barriers and Recommendations

This document contains a list of barriers that would limit the expansion of the strategies in T-1. Lack of funding is an underlying and fundamental barrier for many of the strategies. The T-1 group has developed recommendations to address some but not all of the barriers.

Motor Bus Barriers: The motor bus proposal is a 50 percent increase in service hours statewide by 2020. We projected a doubling of ridership as a result except for King County. The 300,000 hour limit is recognition to the limits of rapid expansion.

1. **Barrier: Operating Costs/Cost efficiency** – cleaner-fuel technologies and infrastructure, gas prices, and low bus fuel efficiency are significant barriers. Manufacturing and procurement issues affect after-market support and supply issues.
 - a. Recommendation: Statewide guidance/assistance on types of buses to purchase. Potential to offset the 35% cost premium of hybrid buses.
 1. Action: Ask local transit agencies during fleet replacement planning to identify the incremental increase in expenses to migrate the infrastructure to cleaner-technologies. Including maintenance and base capacity. The incremental cost of choosing the cleaner technologies may be offset by a state funding program.
 2. Action: WSDOT/GA in conjunction with WSTA explore state purchasing contract for Transit buses
 - b. Recommendation: Expand the definition of Renewable Energy Credits (RECs) (under initiative 937) to include connection to local transit system (focus on migration to hybrid or electrification of system)
 - c. Recommendation: Prioritize the energy block grants to transit projects. Statewide policy statement for a prioritization of uses.
 - d. Recommendation: Policy recommendation from the state that FTA resurrect the bus research program.
2. **Barrier: Recruitment and Retention of Drivers and Mechanics**
 - a. Recommendation: Under authorization from HB2815 (Section 9), perform labor market research to establish a job training grant program for transit operators, mechanics, and transit planners. Assure these professions are included in green jobs definition. WSDOT is the lead organization and coordinate with the Employment Security Department.
 - b. Recommendation: Establish a center of excellence at a community college for transit operators, schedulers, mechanics, and planners.
 - c. Recommendation: King County Metro will develop a module on how to use JARC to recruit and train operators and mechanics from low income communities.
3. **Barrier: Maintenance/base facilities at capacity and or are outdated**
 - a. Recommendation: Allow transit agencies to use design/build procedures to construct transit facilities
 - b. Recommendation: WSTA will explore current status of efforts to expedite permitting process for essential public facilities.

4. Barrier: Park and Ride lot capacity

- a. Recommendation: Provide incentives to move vanpool and carpoolers away from park and rides served by transit
- b. Recommendation: Develop more park & pool and lease lots
- c. Recommendation: Develop traveler information for park and rides, i.e., roadside signs that show the number of available spaces

5. Barrier: Congestion on the transit network (degrades service efficiency and eliminates any travel time advantage)

- a. Recommendation: Bus only lanes
- b. Recommendation: Queue jumping
- c. Recommendation: Signal priority
- d. Recommendation: HOV Capacity
- e. Recommendation: HOV direct access

6. Barrier: Lack of bike and pedestrian connections and infrastructure

- a. No Recommendation Identified

7. Barrier: Multiple transfers and lack of direct routing

- a. No Recommendation Identified

8. Barrier: Intermodal connections are sometimes lacking – such as the need for more *VanShare* vehicles to serve ferry terminals

- a. Recommendation: Hold a strategic planning session that identifies:
 - i. End-User Scenario Planning
 - ii. Proposed additional investments to meet user needs

9. Barrier: Routes and service confusing/intimidating to new users

- a. Recommendation: Improve marketing and outreach for first-time users (such as through CTR/GTEC/residential-based individualized marketing efforts)

10. Barrier: Negative perceptions of riding the bus and feeling un-safe

- a. No Recommendation Identified

Vanpool Barriers: The recommendation to the TWIG group had two scenarios that looked at different growth curves. One scenario factored in more moderate growth from the last several years and the second scenario factored in a higher growth rate based on the last two years.

1. Barrier: Maintenance facilities at capacity and or are outdated

- a. Recommendation: see barrier #7

2. Barrier: Shortage of mechanics/retention issues

- a. Recommendation: See Above

3. **Barrier: Park and ride lot capacity**
 - a. Recommendation: See Above
4. **Barrier: Destination parking capacity issues**
 - a. Recommendation: Work with destination parking suppliers to ensure that parking for vanpools and other ridesharing vehicles is prioritized
5. **Barrier: Staffing issues at transit agencies – as you increase the number of vanpools you need an increase in vanpool managers**
 - a. No Recommendation Identified
6. **Barrier: Ineffective or inefficient ride matching services**
 - a. Recommendation: WSDOT, King County Metro, and other transit partners will soon release an RFP to make improvements to Rideshareonline.com, and through the Trip Reduction Performance Program we have funded innovative ridematching projects. If these are successful they could be expanded into more travel markets.
7. **Barrier: Support for vastly increased vanpool network**
 - a. Recommendation: Initiate an analysis of state-wide van program looking specifically at efficiency and economies of scale; regional vanpool structure; delivery mechanism, cost model, and maintenance.
8. **Barrier: Work schedule, work routine cannot be accommodated by a vanpool**
 - a. Recommendation: This can often be overcome by an ETC and transit agency willing to work together on creating a pool. For example, with 3-36 shifts, the same group could consist of 20-25 members who use the same vehicle but commute in only for their shifts. The issue there is the time on the part of the vanpool coordinator to help make it work.

Rail Barriers: The light rail and commuter rail proposal is based on the Mass Transit Expansion plan on the ballot in November throughout the Sound Transit district. The proposal does not reflect other rail proposals that may be under consideration in areas outside of the Central Puget Sound region.

1. **Barrier: Land use planning prioritizes car travel as mode choice**
 - a. Recommendation: Prioritize transit in land use planning
2. **Barrier: GMA concurrency does not explicitly encourage multimodal planning and local planning policies (concurrency) do not recognize or encourage rail transit contributions in meeting GMA requirements**
 - a. Recommendation: Amend GMA requirements to encourage/reward transit and transit oriented development
3. **Barrier: Parking policies encourage car use**
 - a. Recommendation: Change parking policies to discourage car use

4. **Barrier: Long lead time to plan, permit, and construct grade separated right of way**
 - a. Recommendation: Streamline permitting process for grade separated transit corridor

5. **Barrier: Limitations on freight corridor capacity**
 - a. Recommendation: Increase capacity of the freight corridor to accommodate passenger rail

6. **Barrier: Public right of way use requirements**
 - a. Recommendation: Facilitate the use of public right of way for transit

Urban CTR/GTEC barriers: The CTR/GTEC proposal would provide information and incentives to commuters at major employers and in urban centers in the state's urban growth areas, encouraging them to switch to higher occupancy and nonmotorized commute modes.

1. **Barrier: Ingrained local/transit/regional policies, such as parking, land use, service orientation, prioritization, etc. that limit the potential conversion of drive-alone trips to high occupancy and nonmotorized trips**
 - a. Recommendation: Provide resources and direction to regional transportation planning organizations to gather commute and travel data and work with transit, employers and local governments to identify underserved markets. Use this information to help guide partnerships and investment among employers and business associations, transits and local governments.
 - b. Recommendation: Work as part of the T-4/land use initiative for climate change to provide best practices partnership models to resolve parking, land use, service, and revenue issues
2. **Barrier: Lack of resources for new transit routes and other services to support identified needs of CTR/GTEC commuters**
 - a. Recommendation: Provide funding for local and state support for planning and implementation
3. **Barrier: GTEC is still an unproven concept until measurement surveys determine progress in 2010 and 2012**
4. **Barrier: Lack of local staff time for planning and program implementation (developing CTR plans, integrating with local land use and transportation plans, traffic and modeling analysis to determine goals, etc.)**
5. **Barrier: Lack of awareness or supposed inability for state, local governments, RTPOs, transit agencies to prioritize services to GTECs as called for in state law**
 - a. Recommendation: Continue outreach to state grant programs, local governments, transit agencies and RTPOs to provide assistance and awareness of GTECs and need to prioritize designated GTECs in service planning and policy development
6. **Barrier: Lack of state technical assistance to support growth in telework**
 - a. Recommendation: Establish a state telework assistance presence (\$)

- 7. Barrier: Lack of a statewide marketing campaign to tie together programs and leverage local resources**
 - a. Recommendation: Establish a statewide marketing, measurement and program umbrella for urban CTR/GTEC, rural CTR, and residential-based programs (\$)
- 8. Barrier: Sparse resources for developing new GTEC programs and continuing existing programs**

Rural CTR barriers: The rural CTR proposal would provide information and incentives to commuters in rural areas of the state encouraging them to switch to higher occupancy and nonmotorized commute modes.

- 1. Barrier: General lack of transportation services besides cars and trucks**
 - a. Recommendation: Heavy promotion of ridesharing, particularly for long-distance commuters
 - b. Recommendation: Integration with statewide campaign for marketing and incentives
- 2. Barrier: Different employment mix**
- 3. Barrier: Lack of employment and residential density to match up carpools and vanpools**

Residential Trip Reduction: This strategy would be delivered in coordination with CTR and GTEC as part of a statewide outreach and incentive campaign encouraging all travelers, not just commuters, to try ways other than driving alone for their trips. Residential trip reduction would use individualized marketing strategies to educate travelers on their options.

- 1. Barrier: Public awareness of current and improved travel options**
- 2. Barrier: Public perception of their own barriers to changing travel behavior (“I can’t do that because transit is not safe at night.”)**
- 3. Barrier: Public willingness to try new behaviors**
- 4. Barrier: Lack of tools and training for local service providers**
- 5. Barrier: Lack of walkable and multi-use neighborhoods**